







11.4.1 General Symbols

<u>SYMBOL</u>	<u>APARTS SYMBOL</u>	<u>MEANING</u>
WO	WO	Waveoff
WOP	WOP	Waveoff Pattern
OWO	OWO	Own Waveoff
TWO	TWO	Test Waveoff
TLU	TLU	Test Lineup
<u>OK</u>	<u>OK</u>	Perfect pass
OK	OK	Reasonable deviations with good corrections
(OK)	(OK)	Fair. Reasonable deviations
—	--	No-grade. Below average but safe pass
	C	Cut. Unsafe, gross deviations inside waveoff window
	B	Bolter
NC	NC	No count (used in grade column)
()	()	Parentheses around any symbol signifies "a little" (e.g., (F) means "a little fast")
_____	<u>Comment</u>	Underline. For emphasis
PATT	PATT	Pattern
	(A)	APC/Auto

		APC/Auto downgraded to manual
	M1	Mode I ACLS (record in grade column)
		Mode I ACLS, uncoupled after the ball call
•	•	A dot between two symbols indicates "on" (e.g., S•LUIC)
—	-	A dash between two symbols indicates "to" (e.g., HIM-IC)
SQUARE	Comment []	A square around any symbol indicates that a signal was not answered
CIRCLE	Comment ()	A circle around any symbol indicates that a signal was answered too slowly
	OC	When used as a prefix to any symbol, " " indicates "over controlled"

11.4.2 Descriptive Symbols

<u>SYMBOL</u>	<u>APARTS SYMBOL</u>	<u>MEANING</u>
AA	AA	Angling approach
ACC	ACC	Accelerate
AFU	AFU	All "fouled" up
B	B	Flat glideslope
	C	Climbing
CB	CB	Coming back to lineup
CD	CD	Coming down




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CH	CH	Chased
CO	CO	Come-on
CU	CU	Cocked up
DD	DD	Deck down
DEC	DEC	Decelerate
DL	DL	Drifted left
DN	DN	Dropped nose
DR	DR	Drifted right
DU	DU	Deck up
EG	EG	Eased gun
F	F	Fast
FD	FD	Fouled deck
GLI	GLI	Gliding approach
H	H	High
HO	HO	Hold off
LIG	LIG	Long in the groove
LL	LL	Landed left
LLU	LLU	Late lineup
LO	LO	Low
LR	LR	Landed right
LTR	LTR	Left to right
LU	LU	Lineup
LUL	LUL	Lined up left
LUR	LUR	Lined up right

LWD	DLW	Left wing down
N	N	Nose
NC	NC	Nice correction
ND	ND	Nose down
NEA	NEA	Not enough attitude
NEP	NEP	Not enough power
NERD	NERD	Not enough rate of descent
NERR	NERR	Not enough right rudder
NESA	NESA	Not enough straight away
NH	NH	No hook
NSU	NSU	Not set up
OR	OR	Overrotate
OS	OS	Overshoot
OSCB	OSCB	Overshot coming back
P	P	Power
PD	PD	Pitching deck
PNU	PNU	Pulled nose up
ROT	ROT	Rotate
RUD	RUD	Rudder
RUF or 	RUF	Rough
RWD	DRW	Right wing down
RR	RR	Right rudder
RTL	RTL	Right to left

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S	S	Settle
SD	SD	Spotted deck
SHT	SHT	Ship's turn
SKD	SKD	Skid
SLO	SLO	Slow
SRD	SRD	Stopped rate of descent
ST	ST	Steep turn
TCA	TCA	Too close abeam
TMA	TMA	Too much attitude
TMP	TMP	Too much power
TMRD	TMRD	Too much rate of descent
TMRR	TMRR	Too much right rudder
TTL	TTL	Turned too late
TTS	TTS	Turned too soon
TWA	TWA	Too wide abeam
W	W	Wings
WU	WU	Wrapped up
XCTL	XCTL	Cross control
	^	Over the top
	LLWD	Landed left wing down
	LRWD	Landed right wing down
	LNF	Landed nose first

	3PTS	Landed 3 points
	/	Fly through the glideslope (going up)
	\	Fly through the glideslope (going down)

11.4.3 Symbol Suffixes

<u>SYMBOL</u>	<u>APARTS SYMBOL</u>	<u>MEANING</u>
CCA	CCA	Carrier controlled approach
OT	OT	Out of turn (as aircraft rolls wings level)
BC	BC	Ball call
X	X	At the start (first one-third of glideslope)
IM	IM	In the middle (middle one-third of the glideslope)
IC	IC	In close (last one-third of glideslope)
AR	AR	At the ramp
TL	TL	To land
IW	IW	In the wires
AW	AW	All the way